

DEPARTMENT OF THE ARMY

CORPS OF ENGINEERS

NORTH ATLANTIC DIVISION

STATUS REPORT

OF

BRIGADIER GENERAL MERDITH W. B. TEMPLE

COMMANDER, NORTH ATLANTIC DIVISION

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

ON THE

FISCAL YEAR 2004 CIVIL WORKS BUDGET

**BRIGADIER GENERAL MERDITH W. B. TEMPLE
COMMANDING NORTH ATLANTIC DIVISION
STATUS REPORT
FOR THE
FISCAL YEAR 2004 BUDGET REQUEST**

March 26, 2003

INTRODUCTION

Mr. Chairman, distinguished members of the subcommittee, I am Brigadier General Merdith W. B. Temple, Commander of the North Atlantic Division. I am pleased to have this opportunity to report to you on the status of the North Atlantic Division's Civil Works activities and the fiscal year 2004 budget request.

Accompanying me is Mr. Thomas W. Waters, Director of Civil Works and Management.

**DESCRIPTION OF THE NORTH ATLANTIC DIVISION
GEOGRAPHIC SETTINGS**

The North Atlantic Division, located at Fort Hamilton in Brooklyn, New York, is one of eight supervisory field headquarter offices reporting to the Chief of Engineers in Washington, D.C. The Division oversees six districts based at Concord, Massachusetts; New York, New York; Philadelphia, Pennsylvania; Baltimore, Maryland; Norfolk, Virginia; and Wiesbaden, Germany. In the United States, the North Atlantic Division covers 180,000 square miles or 5 percent of the nation's land area. It is a densely populated area that's both urban and rural. Our area of responsibility includes all or portions of 14 states from Maine to North Carolina and the District of Columbia. The Division has water resource activities in the Connecticut, Hudson, Delaware, Susquehanna, Potomac, James, and other river basins. Our water resource activities also include work in the Cape Cod, Chesapeake, and Delaware Bays, and the Atlantic coast from Maine, through Cape Cod, Massachusetts, and Long Island, New York, to the Virginia-North Carolina border.

We cover 16,700 miles of shoreline and 3,165 miles of Federal navigation channels in the United States. We also serve five of the nation's top ten ports. Boston Harbor is a major container port for goods heading for New England and Europe. New York Harbor is the largest container port on the East Coast. Philadelphia is the world's largest inland freshwater port. Baltimore Harbor is a major entry point for goods heading to the Midwest, and Norfolk Harbor is the nation's number one coal port.

We own and operate 53 dams, twelve major bridges, four locks and four canals, including the Chesapeake and Delaware, the country's largest sea level canal. We operate recreation facilities at some of our dam sites, including Blue Marsh, Pennsylvania, which is a popular recreation destination in the northeast.

DISTRICTS

In the United States, the North Atlantic Division has district offices in Concord, Massachusetts, New York City, Philadelphia, Baltimore, and Norfolk. They serve 62 million people represented by 105 congressional districts.

ACCOMPLISHMENTS

Our water resource activities are critical to the citizens we serve. In 2002, our flood control projects prevented about \$30.2 million in flood damages.

For reporting year 2001, our region's five major ports handled 303 millions of short tons of commerce.

OVERVIEW OF FISCAL YEAR 2004 BUDGET REQUEST

We are requesting \$436.7 million in fiscal year 2004. Our General Investigations program is \$9.2 million, the Construction, General program is \$215.1 million and Operation and Maintenance, General is \$212.4 million. In addition, local sponsors will contribute nearly \$62.5 million as our cost-sharing partners.

GENERAL INVESTIGATIONS HIGHLIGHTS OF FISCAL YEAR 2002 PROGRAM

In fiscal year 2002, we scheduled \$17.9 million and expended \$13.8 million for 58 surveys and 19 design projects.

HIGHLIGHTS OF THE FISCAL YEAR 2003 PROGRAM

The fiscal year 2003 General Investigations program is being determined at this time.

BUDGET REQUEST FOR FISCAL YEAR 2004

Our General Investigations budget request includes \$9.2 million for 47 surveys and four design projects. I'll briefly describe a few items within the North Atlantic Division's General Investigations program.

COASTAL MASSACHUSETTS ECOSYSTEM RESTORATION, MASSACHUSETTS AND CAPE COD BAYS, MA

Over the past century, the ecosystems along the Massachusetts and Cape Cod Bays have been lost or degraded by construction of navigation and beach erosion projects. Dredged material disposed in the coastal wetlands or salt marshes have caused these coastal areas to become unproductive habitat. The Massachusetts and Cape Cod Bays, Ecosystem Restoration survey will evaluate measures to restore the ecological productivity along the Massachusetts and Cape Cod Bays coastline. Fiscal Year 2004 funds of \$170,000 will be

used to continue the feasibility phase of study to prepare alternative plans to restore the natural tidal exchange and ecological productivity.

HUDSON-RARITAN ESTUARY, HACKENSACK MEADOWLANDS, NJ

For the Hudson-Raritan Estuary, Hackensack Meadowlands, New Jersey study, deforesting of the cedar stands, modifications to the natural stream beds and damming of the Hackensack River and its tributaries has changed the ecology of the estuary over the past 100 years. We are assessing the need for ecosystem restoration measures, including contaminate reduction and wetlands restoration. The \$100,000 requested for fiscal year 2004, along with the State of New Jersey's matching share, would continue the feasibility study.

DELAWARE COAST FROM CAPE HENLOPEN TO FENWICK ISLAND, FENWICK ISLAND, DE

The \$2,140,000 requested in fiscal year 2004 for the Delaware Coast from Cape Henlopen to Fenwick Island, Fenwick Island, Delaware project, along with the State's of Delaware's 25 percent matching share, will continue the project's design. This project will provide hurricane and storm damage reduction to homes and businesses located in the Fenwick Island, Delaware, communities.

ATLANTIC INTRACOASTAL WATERWAY BRIDGE REPLACEMENT AT DEEP CREEK, VA

Our bridge that crosses the Atlantic Intracoastal Waterway at Deep Creek, Virginia, has a narrow roadway, poor alignment with connecting roads, carries increasing traffic volumes, and is functionally obsolete. The recommended plans calls for replacing the bridge with a modern 5-lane bascule-bridge, estimated to cost \$22 million. In fiscal year 2004, we are requesting \$694,000 to finalize the plans and specifications.

FOURMILE RUN, VA

The City of Alexandria and portions of the County of Arlington, Virginia, are subject to flooding during storm events. Our study is assessing modifications to our 1984 project for further flood damage reduction measures, as well as opportunities for ecosystem restoration. Fiscal Year 2004 funds of \$150,000 are requested to continue the feasibility study.

CONSTRUCTION, GENERAL HIGHLIGHTS OF FISCAL YEAR 2002 PROGRAM

In fiscal year 2002, we expended \$259.7 million of the \$273.9 million scheduled in our Construction, General program for 47 projects.

HIGHLIGHTS OF FISCAL YEAR 2003 PROGRAM

The fiscal year 2003 Construction, General program is being determined at this time.

BUDGET REQUEST FOR FISCAL YEAR 2004

For the fiscal year 2004 budget request, the Construction, General program includes \$215.1 million for 26 projects. I will briefly discuss some of the major construction activities.

WYOMING VALLEY, LEVEE RAISING, PA

Wyoming Valley, Pennsylvania, is vulnerable to flooding. A recurrence of Tropical Storm Agnes would cause an expected \$4 billion in damages. This project is modifying levees, floodwalls, and closure structures, relocating utilities, and building new floodwalls and levees to maintain the existing system's integrity. The Water Resources Development Acts of 1986 and 1996 authorized the project for construction. The project sponsor is the Luzerne County Flood Protection Authority, Pennsylvania. The \$10,021,000 requested will continue work on the mitigation for non-structural measures and modification to relief culverts and other modifications to the original project.

ATLANTIC INTRACOASTAL WATERWAY BRIDGE AT GREAT BRIDGE, VA

The Atlantic Intracoastal Waterway Bridge at Great Bridge, Virginia, which carries Virginia's Route 168 over the Albermarle and Chesapeake Canal, is functionally obsolete. The bridge, built in 1943, is carrying double its design load and has structural problems that require weight restrictions to be enforced. The bridge's mechanical and electrical equipment also needs updating. Our recommended project will replace the bridge with a new five-lane bascule bridge. The City of Chesapeake, VA, is the local sponsor for the project. The National Highway Systems Designation Act of 1995 authorizes the project. Our request of \$9,706,000 will continue the replacement bridge construction.

NEW YORK AND NEW JERSEY HARBOR, NY & NJ

In 2001, the Port of New York and New Jersey handled \$137.5 millions of short tons of commerce and provides 166,000 port related jobs. Channel depths within the harbor range from 30 to 40 feet with the Anchorages and Ambrose entrance channels at 45 feet. Several shipping lines are currently constructing vessels with drafts exceeding 45 feet. The proposed 50-foot deeper channel depth will allow these vessels to enter the harbor fully loaded. With the \$115,000,000 requested in fiscal year 2004, along with our non-Federal project sponsors' share, we will continue three construction contracts to deepen the channels for the Kill Van Kull and Newark Bay to 45 feet; two construction contracts for deepening the Arthur Kill-Howland Hook Marine Terminal to 41 feet; and two construction contracts for deepening the Port Jersey Channel to 41 feet. In addition, we are continuing our design efforts to deepen the harbor's channels to their specific authorized depths, as well as opportunities for environmental restoration for the Arthur Kill Wetlands Mitigation Area. The Water Resources Development Act of 2000 authorized this project.

DELAWARE RIVER MAIN CHANNEL DEEPENING, NJ, PA, AND DE

The Delaware River Main Channel Deepening project will deepen the 40-foot channel to 45 feet for over 100 miles, widen bends, and deepen an anchorage. The existing 40-foot Federal navigation channel restricts efficient movement of tankers, dry bulk carriers, and container vessels to the tri-state Delaware Bay ports facilities, which includes Wilmington, Delaware, the Port of Philadelphia, and the Beckett Street Terminal in Camden, NJ. These facilities receive 60.1 millions of short tons of commerce in 2001. The Water Resources Development Act of 1992 authorizes this project. We will continue coordinating the comprehensive economic reanalysis report with the fiscal year 2004 request of \$300,000. The Delaware River Port Authority is the local sponsor.

CAPE COD CANAL RAILROAD BRIDGE, MA

The railroad bridge over the Cape Cod Canal was constructed in the early 1930's as one of three bridges in the Public Works Administration Program over the canal. It has functioned for nearly 70 years with circa 1930's equipment and needs immediate rehabilitation. The bridge is kept in the up position until rail service is needed. If the bridge was to fail in the down position, the canal could be closed to marine traffic for an extensive period of time, causing the rerouting of marine traffic around Cape Cod. This would greatly increase shipping costs while reducing navigation safety. In addition, the bridge is the only rail connection between Cape Cod and mainland Massachusetts. Our project will replace the counterweight cables, trunion bearings, electric control system, main switchboard, and repair or replace steel truss members, and clean and paint the steel superstructure. The Rivers and Harbors Act of 1935 authorized the project. With the \$9,895,000 requested in fiscal year 2004, the bridge rehabilitation will be completed in March 2004.

OPERATION AND MAINTENANCE, GENERAL HIGHLIGHTS OF FISCAL YEAR 2002

In fiscal year 2002, we expended \$208 million out of the scheduled \$206 million in our Operation and Maintenance, General program. These funds operated and maintained 365 activities, including operating and maintaining 95 channel and harbor projects, 67 flood control projects, which included operating reservoirs at many of these projects, inspecting 181 completed flood control projects, and providing Protection of Navigation on 22 activities.

HIGHLIGHTS OF FISCAL YEAR 2003

Our fiscal year 2003 program for the Operation and Maintenance, General is being determined at this time.

BUDGET REQUEST FOR FISCAL YEAR 2004

The \$212.4 million for the fiscal year 2004 budget request will be used to operate and maintain 307 activities. This includes \$147.6 million for operation and maintenance at 64 channels and harbors projects, \$45.2 million for flood control project maintenance and reservoir operation on 67 projects, and inspection of 156 completed projects. We are also

requesting \$19.7 million for Protection of Navigation on 20 activities. These funds will let us continue to maintain these high priority projects.

CONCLUSION

Mr. Chairman, the North Atlantic Division continues its work to make a better natural and human environment for our densely populated region. This concludes my status report. I will be pleased to answer any questions.